

Message Text

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PAGE 01 STATE 129125
ORIGIN DOTE-00

INFO OCT-01 EUR-12 ISO-00 OES-07 CIAE-00 INR-07
NSAE-00 EB-07 /034 R

DRAFTED BY DOT/TPI-42:MALLEN
APPROVED BY EUR/SOV:JWILKINSON
DOT/TPI-42:BARAMUNDO
EUR/SOV:WVEALE
OES/APT/SEP:DCRAMER
FRA/RRD-1:RPARSONS (PHONE)
DESIRED DISTRIBUTION
DOT/TPI-42; FRA/RRD-1
-----042012Z 070177 /65
R 040043Z JUN 77
FM SECSTATE WASHDC
TO AMEMBASSY MOSCOW

UNCLAS STATE 129125

E.O. 11652: N/A

TAGS: TGEN, ETRN, UR

SUBJECT: US-USSR TRANSPORTATION AGREEMENT: US RAIL
DELEGATION VISIT, AUGUST 3-15 (05.03)

REF: (A) MOSCOW 6963 (B) STATE 98803 (C) MOSCOW 5536

1. REQUEST SCIOFF PLEASE PASS FOLLOWING LETTER TO
MALASHKO, MIN RAIL, COPY TO ISHCENKO, SCST.

2. JUNE 3, 1977 05.03

LEONID VLADIMIROVICH MALASHKO
DEPUTY DIRECTOR OF THE DIRECTORATE
-- OF INTERNATIONAL COMMUNICATIONS
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MINISTRY OF RAILWAYS
MOSCOW, NOVO-BASMANAY, 2
USSR

THERE FOLLOWS A LIST OF QUESTIONS OF INTEREST TO FRA
WHICH THE 8 MEMBERS OF THE U.S. DELEGATION WISH TO DISCUSS
DURING THEIR AUGUST 3-15 VISIT TO THE SOVIET UNION:

GENERAL

1. WHAT DESIGN PHILOSOPHY IS USED IN THE DESIGN OF ROLLING STOCK AND ITS COMPONENTS? IS THE DESIGN BASED UPON LIFE CYCLE COST DATA FROM OPERATIONS AND/OR TESTS?
2. WHAT MEASURES AND PROCEDURES ARE UTILIZED TO COMPILE STATISTICS ON ROLLING STOCK AND TO PUBLISH THE RESULTS; I.E., CONSIST OF THE FLEET BY TYPES, AGE TRUCK AND BEARING TYPES, KILOMETERS OF MOVEMENT PER YEAR (LOADED AND EMPTY), AND MAINTENANCE CYCLE?
3. WHAT FLOORING MATERIALS ARE USED IN VARIOUS TYPES OF CARS? WHAT IS THE LIFE EXPECTANCY OF MATERIALS USED?
4. WHAT CRITERIA IS USED FOR PERFORMING HEAVY REPAIRS OF ROLLING STOCK? IS MAINTENANCE CYCLE BASED ON TIME, DISTANCE MOVED, OR LIFE EXPECTANCY OF MAJOR COMPONENTS?
5. WHAT NEW TECHNIQUES, IF ANY, ARE USED IN RECLAIMING AND REBUILDING PARTS AND COMPONENTS WITH EXCESSIVE WEAR WHICH WOULD HAVE OTHERWISE BEEN SCRAPPED?

WHEELS AND AXLES

6. WHAT IS THE EXPECTED SERVICE LIFE OF WHEEL SETS, AND WHAT ARE THE TECHNIQUES USED TO EXTEND THEIR SERVICEABILITY? WHAT ARE THE PRINCIPAL CAUSES OF FAILURE AND THEIR UNCLASSIFIED

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FREQUENCY?

7. PROVIDE INFORMATION ON TYPES OF WHEEL PROFILES USED, MAGNITUDE OF LATERAL AND VERTICAL FORCES GENERATED BY WHEELS, ALLOWABLE MAXIMUM LATERAL AND VERTICAL FORCES. HOW ARE UNSAFE RESIDUAL STRESSES IN WHEELS DETERMINED OR DETECTED? IS MISMATCH OF WHEEL SIZES A SIGNIFICANT FACTOR IN DERAILMENTS?
8. WHAT IS THE FAILURE RATE OF AXLES AND THEIR PRINCIPAL CAUSES? HOW AND WHEN ARE FREIGHT CAR AXLES INSPECTED?
9. WHEN WORN WHEELS ARE CONDEMNED, ARE THE MAJORITY OF THEM CONDEMNED DUE TO WORN RIMS OR WORN FLANGES? WHAT ARE THE DIMENSIONS OF RIMS AND FLANGES THAT CAUSE THEM TO BE REMOVED FOR SERVICE? ARE WHEEL RIMS HEAT-TREATED TO IMPROVE WHEEL WEAR? WHAT PERCENTAGE OF WHEELS ARE REMOVED FROM SERVICE FOR REASONS OTHER THAN WORN CONDITION?

BEARINGS

10. DO THE MAJORITY OF FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS HAVE CYLINDRICAL OR TAPERED ROLLERS? WHAT ARE THE REASONS FOR ANY PREFERENCE?

11. WHAT TECHNIQUES, PROCEDURES, AND EQUIPMENT, ARE USED FOR THE INSPECTION, LUBRICATION, AND REPLACEMENT OF CAR BEARINGS AND AXLES? HOW FREQUENTLY ARE THESE TECHNIQUES AND PROCEDURES USED? WHAT ARE THE VARIANCES, IF ANY BETWEEN CARS EQUIPPED WITH SOLID BEARINGS AND CARS EQUIPPED WITH ROLLER BEARINGS?

TRUCKS

12. DESCRIBE IN GENERAL TERMS THE TYPE OF FREIGHT CAR
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TRUCKS USED ON NEW CARS. IS A DIFFERENT DESIGN OF TRUCK USED ON CARS WHICH ARE SCHEDULED FOR HIGH-MILEAGE, HIGH-SPEED OPERATION?

13. BRIEFLY DESCRIBE THE TYPE OF TRUCK SUSPENSION SYSTEM USED TO ABSORB SHOCK. IS THE PRIMARY SUSPENSION SYSTEM LOCATED BETWEEN THE WHEEL SET AND BOGIE, WITHIN THE BOGIE, OR BETWEEN THE BOGIE AND THE FREIGHT CAR BODY?

BRAKES

14. WHAT IS THE TIME CYCLE FOR THE DISASSEMBLY, CLEANING AND INSPECTION OF AIR BRAKE VALVES AND RELATED PARTS?

15. WHICH TYPE OF BRAKE SHOE, CAST IRON OR COMPOSITION, IS PREFERRED? GIVE REASONS.

16. IN THE DESIGN OF A BRAKE SYSTEM FOR NEW FREIGHT CARS, WHAT COEFFICIENT OF FRICTION BETWEEN WHEEL AND RAIL IS USED TO MINIMIZE SLIDING OF EMPTY CAR WHEELS? AT SPEEDS ABOVE 10 KILOMETERS PER HOUR, DOES THE COEFFICIENT OF FRICTION BETWEEN WHEEL AND RAIL CHANGE APPRECIABLY?

17. WHAT ARE INSPECTION PROCEDURES, BEFORE OPERATION, TO INSURE PROPER BRAKE OPERATION ON ALL CARS? WHAT IS MAXIMUM ACCEPTABLE TRAIN LINE LEAKAGE?

FULL-SCALE LIFE CYCLE TESTING OF ROLLING STOCK AND COMPONENTS

18. WHAT ITEMS OF ROLLING STOCK AND COMPONENTS HAVE BEEN

SUBJECTED TO LIFE CYCLE TESTING? WHAT WERE THE RATES OF WEAR AND FAILURE FOR EQUIPMENT AND COMPONENTS?

19. HOW ARE RESULTS FROM THE LIFE CYCLE TESTS ON ROLLING STOCK AND COMPONENTS USED FOR IMPROVING THEIR DESIGN AND UNCLASSIFIED

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PERFORMANCE? ARE RESULTS FROM REVENUE OPERATIONS USED IN THE RESEARCH AND DEVELOPMENT FOR NEW EQUIPMENT AND IF SO HOW?

20. WHAT ARE THE MAXIMUM GRADES AND CURVATURE OF TEST TRACK INVOLVED IN FULL-SCALE LIFE CYCLE TESTING? HOW DO THESE COMPARE WITH THOSE INVOLVED IN REVENUE SERVICE TRACK OPERATIONS?

21. WHAT TYPE OF DATA ACQUISITION SYSTEM IS USED? HOW ARE TEST DATA COLLECTED, CATEGORIZED AND EVALUATED, AND HOW FREQUENTLY ARE DATA COLLECTED?

TESTING

22. IS EQUIPMENT TESTED BY STRESS ANALYSIS? WHAT ARE THE METHODS USED FOR FATIGUE TESTING AND RESIDUAL STRESS TESTING, AND WHAT ARE THE ADVANTAGES OF EACH?

23. ARE THERE ANY TESTS FOR AERODYNAMIC DRAG FOR ROLLING STOCK AND CONTAINERS? WHAT RESULTS ARE AVAILABLE? IS AERODYNAMICS CONSIDERED IN THE DESIGN OF ROLLING STOCK FOR MINIMIZING ROLLING RESISTANCE?

INSPECTION

24. IS THERE A NON-DESTRUCTIVE INSPECTION PHILOSOPHY FOR THE REPLACEMENT OF ROLLING STOCK-COMPONENTS SIMILAR TO THE CRITERIA AS USED FOR THE TRACK REPLACEMENT?

25. WHAT TYPES OF OPERATIONAL INSPECTION OF ROLLING STOCK ARE USED?

26. WHAT TYPES OF WAYSIDE AND ONBOARD EQUIPMENT ARE USED TO DETECT COMPONENT DEFECTS AND MALFUNCTIONS?

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COLD WEATHER OPERATION

27. ARE THERE STANDARD OPERATING PROCEDURES EMPLOYED FOR RELIABLE RAIL OPERATIONS IN COLD WEATHER? TO WHAT EXTENT DOES FREEZING OF AIR LINES AND OTHER EQUIPMENT AND SNOW REMOVAL DETERMINE SUCH OPERATING FACTORS AS TRAIN LENGTH, SCHEDULING, AND PROTECTIVE MAINTENANCE OF ROLLING STOCK?

BERNARD A. RAMUNDO, CHIEF, INTERNATIONAL
COOPERATION DIVISION, OFFICE OF INTERNATIONAL
TRANSPORTATION PROGRAMS CHRISTOPHER

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: TEXT, INFORMATION EXCHANGE, PUBLIC CORRESPONDENCE, SURVEYS, ROLLING STOCK
Control Number: n/a
Copy: SINGLE
Sent Date: 04-Jun-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01-Jan-1960 12:00:00 am
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977STATE129125
Document Source: CORE
Document Unique ID: 00
Drafter: 42:MALLEN
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D770200-0316
Format: TEL
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t19770690/aaaadato.tel
Line Count: 234
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: 67924685-c288-dd11-92da-001cc4696bcc
Office: ORIGIN DOTE
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 5
Previous Channel Indicators: n/a
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: 77 MOSCOW 6963, 77 STATE 98803, 77 MOSCOW 5536
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 25-Oct-2004 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 2276906
Secure: OPEN
Status: NATIVE
Subject: US-USSR TRANSPORTATION AGREEMENT: US RAIL DELEGATION VISIT, AUGUST 3-15 (05.03)
TAGS: TGEN, ETRN, UR, US
To: MOSCOW
Type: TE
vdkgvwkey: odb://SAS/SAS.dbo.SAS_Docs/67924685-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009